

MOTORISTS THIS IS YOUR PAGE

NOT A LUXURY. Motor An Essential Utility.

[From an Address by George E. Quisenberry, Editor, The American Automobile.]

For many years the automobile industry has been combating the idea that its product is a luxury and should be taxed and regulated as such. Because the first automobiles were high in price they appeared on the road as the expensive toys of the rich. As time went on mass production brought about price reduction and the automobile came into general use, not only as a means of private personal transportation, but as a freight carrier.

Many countries still base their import duties and their local taxation of motor vehicles on the idea that they are a luxury completely ignoring the fact that no modern nation can compete with other nations in economic progress without motor transportation and good roads.

To-day 90 per cent. of all automobile travel is commercial and essential. Not more than 10 per cent. is luxury. Here is a truth which needs to be brought home to public officials, bankers, and the general public.

Perhaps the use of the word "joy-ride" has helped to continue the idea that the automobile is a luxury. It is pretty hard to define just what is a joy-ride. When you drive out with your family for a picnic on Sunday, that may be a luxury, am not so sure that it is a luxury, but maybe it is. If you drive for pleasure or for social purposes that's a luxury. In other words, only three uses of automobiles can be classed as luxuries—joy-

rides, picnics and pleasure—social driving.

Let's look at the other side of the picture. Necessary and commercial uses of automobiles include:

All truck traffic.

All bus traffic.

All taxicab and hire car traffic, because taxicabs earn a livelihood for owners and drivers.

All salesmen's cars.

Cars used for private transportation, other than for joy-riding.

Cars owned by farmers.

Cars owned by professional people, doctors, etc.

Cars owned by public utility companies—light, power, telephone, etc.

Official and Governmental automobiles, both cars and trucks.

Cars used in carrying mails and express, to rural and out-lying regions.

Special purpose automobiles, fire-fighting, ambulances, etc.

Now check through all of these and you will find that ninety per cent, and probably more, of all automobile mileage is essential. Certainly very little of it is luxury.

And this applies to all countries, and territories, not alone to the United States. Business depression, or any other thing, will not rule out this kind of traffic. It must be continued and we have barely started the development. It is only in the past few years that the world has started to fill its real transportation needs, the total of which none of us can even estimate, because transportation makes transportation needs grow.

And please remember that very splendid statement of one of our automobile leaders. The saturation point will never be reached until every person capable of driving an automobile owns an automobile that will never wear out.

TAXI TRADE.

Hire Car Business in Japan.

Tokyo, Nov. 30.

If you trade in your automobile on a new car in Japan, you may be sure that nearly eight times out of ten your second-hand car will be dolled up with flashy paint, have a sign painted on it and be used as a taxicab.

The taxi business is the main market for used cars in this country. As a result a ride in some of the cabs is not any more comfortable or speedy than a ride in the old ricksha.

R. A. May, managing director of General Motors in Japan, has this to say of the used car situation:

"Sales in Japan are approximately equally divided between cars and trucks. Approximately 80 per cent. of the cars are used for taxi-cabs, 10 per cent. are used for bus service in rural districts and the remaining 10 per cent. is split up between sales to the Government, sales to business houses and private owners.

"All of the cars used for taxis are used for commercial purposes and account for about 90 per cent. of the total. These cars are run very intensively because of the high taxation and the necessity of securing high gross receipts to minimise depreciation and obsolescence costs per mile."

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BIG AND LITTLE.

Change Over of Motors.

Big motors and little motors; electric motors, no larger than those needed to operate sewing machines to others capable of producing 1,750 horsepower—27,000 of them in all—are undergoing change over at the Ford Motor Company's Rouge Plant in Dearborn, Michigan. The work, now about forty-five per cent. completed, already represents an expenditure of more than U.S. \$6,000,000. It is estimated that an additional year will be required to finish the installation.

The job, said to be the most formidable of its kind ever undertaken, entails the substitution of alternating current motors for those of the direct current type. The move is a part of the company's programme of expansion in view of future needs. Benefits from the change will include reduction in motor control costs, greater safety to workmen and an easy ability to expand production facilities.

In approaching the task Ford engineers made a complete survey of the entire plant taking into consideration the various sizes and duties of the old motors. From this survey was formulated a series of schedules covering the requirements of individual buildings and departments. Practically all machinery ranging from small machines to mile-long conveyor will be affected. It has already been demonstrated that the new installation will in many instances save from one to two horsepower on each machine. Changes so far completed have resulted in a gross saving of more than 2,000 horsepower as compared with the former set-up. A similar change over at the Detroit plant of the Lincoln Motor Company, a division of the Ford Motor Company, will result in an expenditure of approximately U.S. \$600,000.

MOTORS AND EDUCATION.

Every day 42,000 motor-buses all over the United States are carrying 2,000,000 children to and from 17,000 schools. The services cost the States about \$8,000,000 annually. In the period of bus transportation growth, between 1918 and 1928, one-room rural schools diminished in number from 195,000 to 153,000 and consolidated schools increased from 5,000 to 17,000.

FLAT TYRES.

Many motorists are not quite certain what is the right thing to do when a tyre goes flat when travelling at a fairly fast speed. According to one authority, the best procedure when a front tyre "goes" is to take a good grip of the steering wheel, lift the foot off the accelerator, and allow the compression of the engine to slow the vehicle up. Under no circumstances should the driver attempt to apply the brakes, until the car has virtually lost most of its momentum. Should a rear tyre go flat when travelling at high speed no attempt should be made to use the brakes; their use is likely to overturn the car. A firm grip of the steering wheel, immediate release of the accelerator pedal, and allow the engine compression to do the pulling up, is the safest procedure.

Whether it be a front or rear tyre that goes, do not de-clutch, as this cuts out the braking effect of the compression of the engine. When a driver suddenly runs on to a patch of loose gravel at high speed and the vehicle commences to sway from side to side, the best thing to do is to let the foot off the accelerator pedal and at the same time de-clutch. The latter action removes the engine's driving force and the driver's hand, which forces him to use the brakes.

Can I travel from Southend to a London suburb using arterial roads with wide grass verges? I wish to deliver a hunter.

Can you assist me in tracing my husband J. B. a chauffeur living somewhere in London?

the sway. A firm grip of the steering wheel is advisable, so as to hold the front wheels to a straight-ahead position, until the momentum of the vehicle drops and it is safe to lightly

de-clutch and then to apply the brakes.

CAR PRODUCTION.

Tell-Tale World Figures: Huge Decreases.

Facts and Figures of the Automobile Industry, published by the National Chamber of Commerce, U.S.A., shows that the year 1930 was one in which the world production of motor vehicles dropped greatly practically all over the world. The United States being the largest manufacturer suffered the greatest drop in figures, for whereas in 1929 the total production was 6,358,420 vehicles, in 1930 the number was 3,355,986. The output in Canada dropped from 268,295 to 154,192, in Britain from 238,805 to 170,000, in France from 263,000 to 220,000, in Italy from 54,100 to 43,650, and in Germany from 70,500 to 66,500. There was a big drop in Austria also, the figures being 8,900 and 2,970 respectively, while in Belgium production was reduced from 7,600 to 2,970. On the other hand, the output of Czechoslovakia increased from 14,740 to 16,900, and that of Sweden from 1,400 to 2,200.

Decreased Exports.

Among other countries whose output is very small indeed are Denmark, which manufactured 200 motor vehicles last year, as compared with 150 the previous year, and Spain, which in 1929 produced 330 vehicles and last year 300. The world production in 1929 was 6,287,558, and last year the total was 4,040,673. At the end of last year there were 35,603,000 motor vehicles in the world, an increase of 1.8 on the previous period, and of the total 74.4 were in the United States.

In sympathy with these figures the exports of motor vehicles from manufacturing countries also decreased. In 1929 the number of motor vehicles exported from the United States amounted to 783,816, and last year it was 405,716, while in respect of other countries the figures were as follows:—Canada, 101,711 and 44,553; Britain, 52,011 and 29,753; France, 49,025 and 31,158.

GENERAL KNOWLEDGE.

Here is a selection from many thousands of peculiar requests for information received and answered by the London headquarters of the Automobile Association, during the recent touring season.

What is the mean average temperature during the month of August at Biarritz?

What is the strength of the current of the Rhine at Goddesburg?

Is Rugby played at Heidelberg?

Are passports necessary for a visit to Scotland?

What clothes must I wear for touring in Spain during the month of August, and are woollens necessary?

My dog has 'Blank' biscuits. Are these obtainable in France?

At what time does the sun set in South-Western Germany, Southern France and Southern Spain during the last week in September and the first in October?

What is the cost of running a car from London to India?

Should I wear a sun helmet in the Canary Isles?

What is the best powder to take with me to deal with vermin in the Balkan States?

From what seaside town in France did William the Conqueror set out?

Can I take a pet parrot with me into France and Italy?

What is the Republic of Andorra noted for?

Can I travel from Southend to a London suburb using arterial roads with wide grass verges? I wish to deliver a hunter.

Can you assist me in tracing my husband J. B. a chauffeur living somewhere in London?

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DESERT TRIP.

Pioneers' 20,000 Miles to Monte Carlo Rally.

A leisurely expedition from Australia is now on its way across India to compete in the Monte Carlo rally in January.

There are six members of the party, Miss Jean Robertson, who brings with her messages to the R.A.C. and A.A., Miss Jean Richmond, Mr. R. Beaton, Mr. Charles Colham, Miss Kathleen Howell and Mr. J. P. S. Morice, and they are taking five and a half months to cover the 20,000 miles by sea and land or just about the rate of a wind-jammer.

Their three cars, christened "Kookaburra," "Bell Bird" and "Wattle Bird" left Melbourne for Darwin in August and crossed to Java by boat. Another team brought them to Singapore whence they motored to Penang and went by sea to Calcutta. They have left Calcutta for Bombay, where they will ship to Bushire and so by road to Basra and across the desert to Cairo.

Speaking particularly of Poland, Willys said it had not been much affected by the crisis in Germany. It is now carrying out a steady programme of public works, and with a strict policy of economy was keeping its financial position well in hand. While abroad he has kept in close touch with developments here. He urged American business to adopt a more optimistic spirit, saying the present pessimism was much exaggerated as the business attitude had been inflated previous to 1929.

The cars—9 h.p. 4 cylinder Riley on Dunlop tyres—have extra petrol tanks giving eleven gallons of fuel apiece and each

WILLYS RETURNS.

Optimistic Over Trade Revival.

New York, Nov. 25.

John N. Willys returned to the United States this week aboard the Europa for the first time since his appointment as Ambassador to Poland sixteen months ago. He revealed himself in an interview on arrival to be entirely optimistic of the early return of good business in the United States and of steady improvement in the European situation. He remained in New York this week and will spend next week in Washington conferring on matters of state. Following that his plans are indefinite but he hopes to remain in the United States until after the New York show.

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carries a four gallon tank for water in dry countries.

This is the first time that an Australian team has entertained

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co. Ltd., 38, Wong Nel Chung Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 21759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co. Ltd., 38, Wong Nel Chung Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co. Ltd., 38, Wong Nel Chung Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilmour & Co. Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kow, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co. Ltd., 38, Wong Nel Chung Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co. 38, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilmour & Co. Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

E.S.A.—The Sincere Co. Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co. Ltd., Des Voeux Road. C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.

SALVAGED CARS.

Methods at the Ford Rouge Plant.

Dearborn, Mich.—Installation of a 400-ton furnace, hot metal mixers and a baling press capable of making furnace "sandwiches" out of salvaged automobiles at the rate of almost one a minute is under way at the Rouge Plant of the Ford Motor Company. These additions involve an expenditure estimated at \$500,000, and will increase the melting facilities of the open hearth equipment by 600 tons, bringing the total capacity to approximately 2,600 tons every 24 hours.

The new machinery will be used in providing scrap metal essential to the making of steel. For the past 20 months a portion of this scrap has been obtained by wrecking old automobiles of various sizes and makes which are purchased and delivered by the company dealers. The present method is to remove all materials of salvaging value, such as glass, leather and tyres, crush the chassis and slice the resulting wreckage to sizes suitable for admission to furnace doors. Here it is mixed with molten pig iron and refined into a high quality of steel. Under the new arrangement instead of crushing and shearing into bits it will be necessary to thrust the chassis into a powerful hydraulic press which will shape them into compact bales hardly larger than bales of hay, at the rate of approximately one per minute.

A conveyor will deposit the bales in charging boxes and the boxes be emptied into the new furnaces. Following the melting process the scrap steel will be transferred by crane-swinged ladies to any of nine 100-ton open hearth furnaces stationed adjacent to it. There it subsequently will be joined by molten pig iron from the Rouge Plant blast furnaces.

Heretofore the molten pig when brought from the blast furnaces to the Open Hearth Building has been temporarily stored in a single "mixer" situated at the end of the furnace line. This mixer was recently removed and sent to England for installation at the Ford Motor Company of England's new manufacturing plant at Dagenham, near London. It is being replaced by two huge storage mixers of the barrel type, each of 300 tons capacity, equipped with the latest type of safety air return engines.

Two sets of double-beamed scales so finely adjusted as to weigh from a few pounds to 100 tons will support ladies into which molten metal will, as needed, be poured in measured amounts from the mixers. These ladies will then conduct the pig iron to the open hearth furnace to be refined with the molten scrap taken from the 400-ton furnace and other miscellaneous scrap into steel of the desired analyses and types.

Ford engineers point out that the installation of the giant furnace will lower the cost of operations by reducing the difficulties attendant upon the handling of scrap on the smaller scale now in practice.

Boilers with a combined capacity of more than 1,100 horse power will take advantage of the waste heat coming from the new furnace to generate steam which will be used in powering a thousand-ton shear operated to cut heavier types of scrap, or be diverted to the main steam lines for general plant purposes. The new furnace is of the tilting type, weighs slightly less than 2,000,000 pounds and is equipped to be fired with gas, oil or tar.

AGED 97, HE DRIVES HIS OWN CAR.

Mr. and Mrs. Eli Dusenberry, aged 97 and 91, have left home on a 1500-mile motor-car trip to Florida.

They have been making this trip to their winter home at Daytona Beach for more than 10 years, and Mr. Dusenberry always drives.

They never leave until after election day, for Mr. Dusenberry has not missed a vote since he cast his first ballot for Abraham Lincoln. They will celebrate their 70th wedding anniversary on New Year's Day.

"Two hundred miles a day is easy. The census doesn't like it when I go over 200," said Mr. Dusenberry, holding for all his 97 years, as though he would enjoy such an encounter with a speed cop.

PETROL ECONOMY.

Tests by Bureau of Science.

AMAZING FIGURES.
How the Car Trade Has Grown.

At present motorists are keener than ever before to obtain the utmost mileage from every gallon of petrol they buy. It is a repercuSSION of the times that the subject of petrol economy calls for very careful consideration, and the results of some recent investigations overseas are worthy of consideration by motor owners in general.

None but a visionary would 15 years ago have had the temerity even to suggest that the day was not far ahead when one of the world's largest nations would disburse nearly 20 per cent. of its annual expenditure per medium of retail establishments on automobiles or automobile necessities. Yet this is exactly what has happened in the United States.

Statistics recently issued by the U.S.A. Department of Commerce disclose some interesting figures apon how America's 120 million of people annually disburse the major portion of their incomes. It is stated that there are 1,549,168 retail outlets for every description of merchandise in U.S.A., with an annual turnover of approximately 10,000 million pounds, equal to an annual per capita expenditure of £84 17s. 9d.

Careful and intensive research has shown that out of the per capita expenditure mentioned £19 3s. 9d. is spent yearly on food, £16 14s. 0d. on automobiles, £12 2s. 3d. on general merchandise, £7 6s. 3d. on amusements, £6 3s. 3d. on buildings, £3 17s. 6d. on furniture and household effects, £2 1s. 9d. on farm implements, farmers' supplies, etc., £8s. 3d. on jewellery, £8s. 3d. on radio and £4s. on tobacco.

AMAZING FIGURES.

These figures are, of course, based on every man, woman, and child in U.S.A. It is of interest to compare the relative expenditure on automobiles and radio, the former being £16. 14s. 0d., as against £8s. 3d. spent annually on wireless.

The amazing part that motor-car activities now play in the life of the American nation is strikingly told in the fact that, next to food, the greatest expenditure is on automobiles. All told, there are 253,322 outlets for automobiles and their accessories annually sell over £1,900,000,000 worth of products, as against food sales totalling £2,260,000,000 by 497,715 stores.

The percentage of food sales in retail stores for the nation is 22.6 per cent. while the percentage of expenditure on automobile is 19.08 per cent. of total retail sales.

It is interesting to note that the 124,000 petrol filling stations in U.S.A. do a business of nearly £200,000,000 annually, whereas 135,000 restaurants and eating-houses have a turnover of £419,000,000. These figures are indeed striking, and, in a lesser degree, apply to-day throughout the world, because motor transportation is one of the key activities in modern life.

COMMEMORATION RUN.

Veteran Cars On Brighton Road.

ULSTER GRAND PRIX.

In the Ulster Grand Prix, S. Woods, who came in first in the 500 c.c. class and made the record lap at a speed of 89.67 m.p.h. rode on Dunlop tyres as did L. H. Davenport, who was first in the 350 c.c. class.

This undoubtedly is an attraction when allied to the dependability secured from a good design which has proved its durability by time. The main characteristics of 1932 have been retained in the 1932 models, while considerable improvements and additions have been effected.

The "Big Nine" is a car which meets the needs of the family man to-day, with a roomy, well-equipped four door body.

A. E. Perrige won the Motor-Cycle Trophy for the best performance in the West of England Trial on a B.S.A. machine fitted with Dunlop saddle and tyres. The Hosking Trophy for the best performance in the opposite class was won by W. G. Waycott on a Rudge.

MUST EXCEED 60 M.P.H.!

After a month's trial, a minimum speed limit of 40 miles per hour enforced on a highway near Indianapolis, U.S.A., has been voted a complete success. It is enforced on Sundays only, and the police admit any slow-moving car can be side-lined.

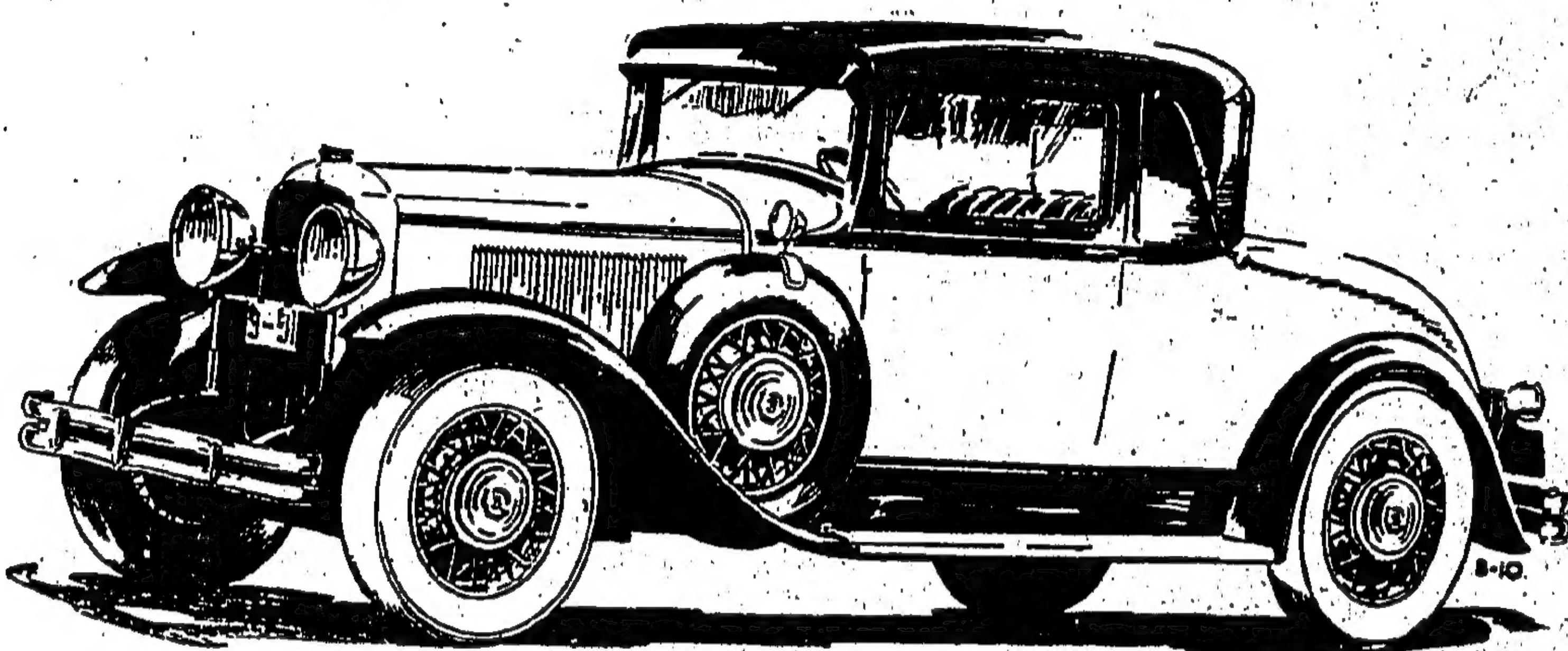
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Be One Yourself.

For a Buick is now within the reach of almost every motorist, and those thousands who have eagerly looked forward to the time when they could own a Buick, can now drive not only a Buick — but a Buick Valve-in-Head Straight Eight.

Buick Straight Eights . . . in four sizes and four surprisingly low price ranges . . . are offered in twenty luxurious models. Select yours to-day and enjoy motoring at its best in the regal, spacious comfort of Buick's incomparable Body by Fisher.

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

LIGHTER CARS.

Sir Malcolm Campbell's Views.

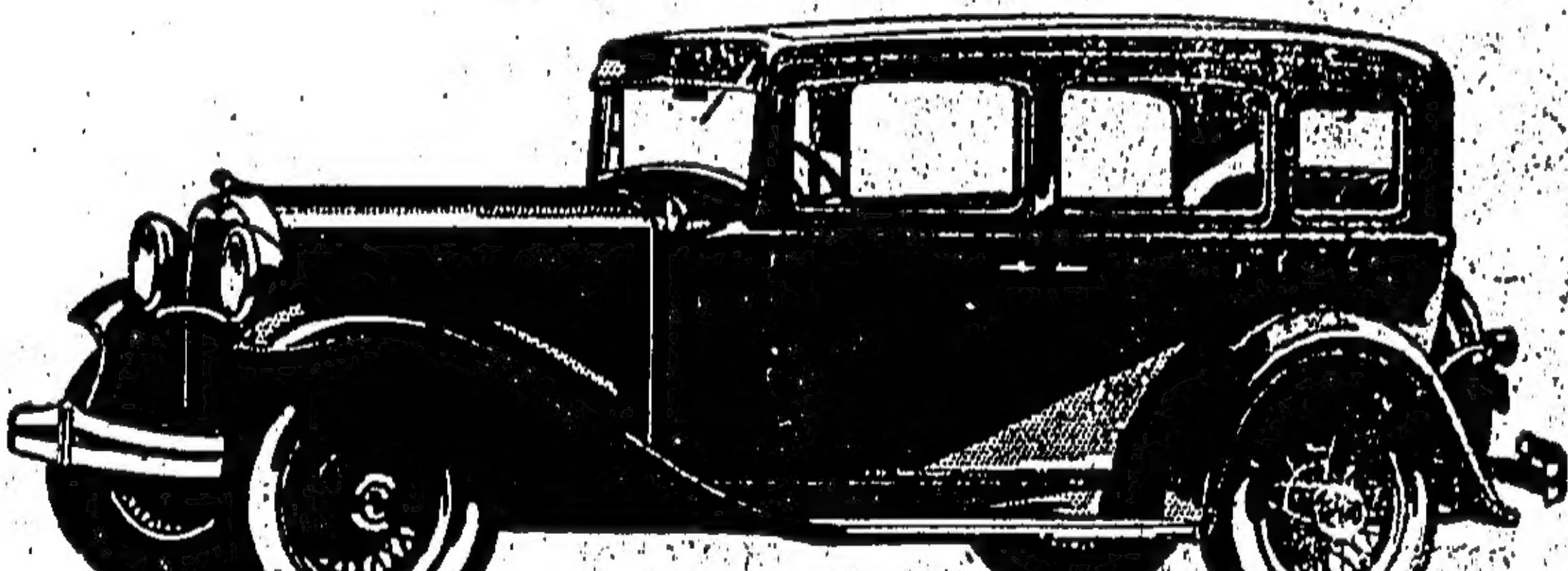
According to Captain Sir Malcolm Campbell, who is motoring editor of The Field, the automobile industry gains enormously from the lessons learned by Britain's aeroplane manufacturers.

"Weight means so much in the air," said the famous motorist, "but at the same time strength must not be sacrificed at any cost. We find now that the latest metals employed in aeroplane work give the necessary strength with the minimum of weight, and already this practice is being employed in modern car construction."

"We find that the modern car has aluminium cylinders with cast iron liners, also in many cases duralumin connecting rods are now being used instead of steel, and all this means a great saving in weight. I venture to predict that the future will see our large cars weighing 15 cwt. to 20 cwt. at the outside, instead of the present 35cwt. to 2 tons, and that the baby-type of vehicle will turn the scale at under 5cwt."

"This reduction in weight will mean a saving in prime cost, a great reduction in running costs, as well as a far more efficient all-round performance, power to weight ratio being the determining factor. It does not necessarily mean that because a car is light that it will not hold the road when driven at high speeds, and to prove this I have only to point out that the modern racing car that is capable of achieving speeds of anything between 115 to 130 m.p.h. weighs something in the region of 15cwt."

"It will, therefore, be clearly seen and understood how aviation experimental work greatly assists the motor-car manufacturer, and what a large part thermodynamics is played by the metallurgist."

A NEW PACE—
A NEW SPIRIT

There's an entirely new sensation in store for you when you take the wheel of a Dodge Six or Eight with positive Easy Gear Shift and silent second, dependable Free Wheeling and Hydraulic Brakes. These factors unite with the flashing alertness of Dodge acceleration to give you amazing responsiveness, delightful handling ease and matchless safety, a sense of effortless, gliding motion under instant, easy control. You can "Free-Wheel" in all forward speeds. You can shift at any speed without declutching. The lightest touch brings quick, sure results in shifting gears, and you can drive with or without Free Wheeling at will by the use of the dash control. Double-Drop Box-Center Frame, Mono Piece Steel Bodies and Low Center of Gravity are further modern features. And dependability in the finest Dodge tradition assures you of lasting satisfaction and economy.

DODGE BROTHERS
SIX AND EIGHT

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central.

Tel. 25244.

Tel. 25244.



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with laughter!!



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CURRENT SPORTING GOSSIP

NEW BRIGHTON WIN AT HOME.

Stockport Lose by Odd Goal in Three.

THIRD DIVISION RESULT.

London, Yesterday. In the Northern Section of the Third Division of the English League New Brighton defeated Stockport by two goals to one. — Reuter.

BRILLIANT HOCKEY AT U.S.R.C.

Club Score Five Goals Against S.W.B.

JOHNSON'S SPECTACULAR GOAL.

Followers of hockey were awarded a fast and sporting match on the U.S.R.C. ground yesterday afternoon, when the Hong Kong Hockey Club 1st XI defeated the South Wales Borderers by five goals to one. Although heavily defeated, the Borderers were by no means disgraced, for never, at any stage of the game, were they outplayed by the Club. Seizure of opportunities when in front of goal gained for the Club their victory.

When play opened, the Club fielded only ten men, F. Allen, of the Police, going in goal until the arrival of G. Duncan. It was during this period that the Borderers pressed hard, and Pte. Johnson, their centre-forward, coming close in had the misfortune to fall over, but he scored a magnificent goal, when lying full length on the ground.

Exchanges were fairly even, until Francis accepting a pass in midfield, dribbled past the soldiers' defence to score the equaliser with a fast shot. Shortly after, Owen Hughes, receiving a pass in the circle, made no mistake with his shot to give the Club the lead. Toward the interval, Tetley scored the Club's third goal from a rebound.

The Borderers had hard luck on several occasions in not scoring, and on one of these there was a general melee in front of the Club's goal, but Duncan had the ball well secured between his feet with three of the S.W.B. forwards hacking at it much to the amusement of the spectators and the players!

After the change-over, play became even faster. In the Club's defence, the Reed brothers were doing clever work, whilst Rodger was playing a sterling game at back. The Club's forward line combination was excellent, and the understanding between Owen Hughes and Divett, on the right, was remarkable. On one occasion, Divett broke through, and just missed with a scoop shot. The Club continued to be the aggressors, and Francis sent in a stinger which the Borderer's goalkeeper saved, but from the rebound, Evans scored. Each goal was raided in rapid succession, and toward the end, when the light began to fail, Francis scored the Club's fifth goal, from a pass from Owen Hughes.

The game was very good, and produced many clever movements. In a forward line that combined well, there was real by little to chose between the Club men, although Tetley on the left wing was not so impressive. The Reed brothers, in the half back line with Dand, played a sparkling game, whilst Rodger was choice of the backs.

Good combination was also a feature of the play of the Borderers' forwards, but they did not seize their opportunities. Their defence was steady, and rendered strong support to the forwards.

Result:—

Borderers 5—0.

Club 1st XI 2—0.

Attendance: 1,000.

BRITISH TENNIS TOUR.

Strong Team for West Indies.

PERRY AND HUGHES.

(Reuter's Special Service.)

London, Yesterday. One of the strongest lawn tennis teams will leave England on January 19 to make a six-week tour of the West Indies. The team will comprise: Miss Nuthall, Mrs. Whittingstall, Mr. Perry, Mr. Hughes, Mr. Lee, and Mr. Lester.

OUR SPORTS DIARY.

CRICKET—To-morrow—University Fast v. Present; Hong Kong C.C. v. Navy.

Saturday—University v. Royal Artillery (2); H.K.C.C. v. Navy; K.C.C. v. Army. Second Division—C.S.C.C. v. Police (L); Borderers v. University.

Sunday—K.C.C. v. Army (2nd Day).

HOCKEY—To-day—University v. Radio Sports at 5 p.m.; St. Andrews v. Y.M.C.A.

FOOTBALL—To-morrow—Services v. Civilians on Club ground at 3.30 p.m.

Saturday—Chinese League.

Yee Woo v. Sung Ching; Eastern v. South China "B"; Chinese Athlete "A" v. Chinese Athletic "B".

GOLF—To-morrow—Sunday.

Sunday—Completion of First Round of Captain's Cup at Fanning.

Entries close for the Junior Championship.

ATHLETICS—To-morrow—Kowloon C.C. Children's Sports.

STEEPLECHASING—To-morrow and Sunday—Fanning Hunt & Race Club at Kwant.

MERRITT MAY VISIT LANCASHIRE.

PERMISSION AWAITED.

Tom Lowry, captain of the New Zealand cricket team which reached Wellington from England recently, stated that W. E. Merritt had a tentative agreement with a Lancashire League club, subject to ratification by the New Zealand Council.

Merritt was a member of the New Zealand team which toured England in the early part of this year. He had a quite successful time in most of their fixtures.

AN ALL-IN WRESTLING MYSTERY.

INFECTIOUS DISEASE?

George Godfrey, the giant American negro boxer, who turned his attention to all-in wrestling a little while ago, is critically ill from a mysterious infection of the arm which followed a wrestling bout with Reaper.

Stanley Stasiak, the Polish wrestler, contracted a similar infection of the arm, which proved fatal after a bout, also with Reaper.

GOLF.

STARTING TIMES FOR TO-MORROW.

The Secretary of the Royal Hong Kong Golf Club supplies the following list of starting times for the Old Course in Fanning tomorrow:

9.15-9.30 a.m.—Not to be booked those travelling by bus train.

9.20 a.m.—L. H. Gear, L. C. Andrews, D. E. C. Marion, T. E. Parker.

9.25 a.m.—H. H. D. A. J. D. W.

10.00 a.m.—John Sommerville.

10.15 a.m.—John Sommerville.

10.30 a.m.—John Sommerville.

10.45 a.m.—John Sommerville.

11.00 a.m.—John Sommerville.

11.15 a.m.—John Sommerville.

11.30 a.m.—John Sommerville.

11.45 a.m.—John Sommerville.

12.00 noon—John Sommerville.

1.00 p.m.—John Sommerville.

2.00 p.m.—John Sommerville.

3.00 p.m.—John Sommerville.

4.00 p.m.—John Sommerville.

5.00 p.m.—John Sommerville.

6.00 p.m.—John Sommerville.

7.00 p.m.—John Sommerville.

8.00 p.m.—John Sommerville.

9.00 p.m.—John Sommerville.

10.00 p.m.—John Sommerville.

11.00 p.m.—John Sommerville.

12.00 midnight—John Sommerville.

AMUSING BOXING STORY.

Political Speeches Made in Programme.

MOSCOW SPORT.

An inter-city boxing tournament was recently staged at Moscow, under auspices of the physical culture sections of the trade unions, with Moscow, Leningrad, Rostov, Tiflis and other urban centres represented.

Being the first time in several years that a pugilistic show was permitted in the capital with official blessing, it attracted considerable attention. The fighting, principally by light and featherweights, was of amateur quality and the proletarian audiences were obviously disappointed.

The revival of this sport, however, is significant. Boxing was quite popular some years ago but gradually fell into disrepute as a "bourgeois sport." Soviet leaders preferred to emphasize team work and mass games rather than contests between two people.

The tournament was spread over several evenings, the first of them at the clubhouse of the Triangle textile factory. Certainly there was nothing in the performances that resembled a similar occasion abroad. Even in boxing the emphasis was upon political slogans rather than pugilism.

Some 600 men and women, most of them in their grimy working clothes, filled the clubhouse theatre, the stage of which served as a ring. Before the fighters came on the audience was obliged to sit through a series of long political speeches. Under the general head of prize-fighting, the speakers managed to drag in the Five-year Plan, the last economic commandments of Stalin, the capitalist depression, etc. One of the speakers contrasted capitalist boxing with the Soviet brand. Whereas the former is interested in championships and profits, he said, the latter prepares fighters for the Five-year Plan and against the enemies of the socialist fatherland.

"We came to see boxing matches not to hear lectures" dozens of the spectators finally began to shout.

The cry was emphasized by hissing and whistling. This indeed was the only excitement during the evening. The boxing was mild and bloodless, the audience cool as cucumbers. Six bouts of 8 rounds each completed the evening's programme. —United Press.

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ASTON VILLA VISIT ST. JAMES' PARK

CHELSEA TRAVEL

FULL HOLIDAY FOOTBALL PROGRAMME.

EVERTON GO SOUTH

To-morrow's League Fixtures.

ENGLISH LEAGUE.

First Division.

Bolton W. v. Chelsea
Mc'chester C. v. Portsmouth
Newcastle v. Aston Villa
Sheffield U. v. Blackburn R.
Sunderland v. Derby C.

Second Division.

Bury v. Plymouth A.
Chesterfield v. Burnley

Third Division (North).

Accrington v. Lincoln C.
Carlisle U. v. Tranmere R.
Darlington v. New Brighton
Gateshead v. Halifax T.
Southport v. York City

SCOTTISH LEAGUE.

First Division.

Airdrieonians v. Falkirk
Ayr Un. v. Queen's P.R.
Celtic v. Rangers
Cowdenbeath v. Dundee U.
Dundee v. Aberdeen
Hearts v. Leith Ath.
Motherwell v. Hamilton A.
Partick T. v. Clyde
St. Mirren v. Kilmarnock
Third Lanark v. Morton

Saturday's Games.

ENGLISH LEAGUE.

First Division.

Birmingham v. Everton
Chelsea v. Middlesbrough
Derby C. v. Blackpool
Grimsby T. v. Huddersfield
Leicester C. v. Aston Villa
Liverpool v. Newcastle
Portsmouth v. Sheffield U.
Wednesday v. Blackburn R.
Sunderland v. Manchester C.
West Brom. v. Arsenal
West Ham v. Bolton W.

Second Division.

Bradford C. v. Barnsley
Burnley v. Southampton
Bury v. Bristol C.
Chesterfield v. Stoke C.
Leeds U. v. Swansea T.
Mc'chester U. v. Bradford
Millwall v. Notts County
Notts Forest v. Charlton A.
Port Vale v. Plymouth A.
Preston N.E. v. Oldham A.
Tottenham v. Wolves

Third Division (South).

Bristol R. v. Bournemouth
C. v. Northampton
Clapton O. v. Watford
Coventry C. v. Fulham
Exeter C. v. Thames
Gillingham v. Southend U.
Luton T. v. Reading
Norwich C. v. Brighton
Queen's P.R. v. Brentford
Swindon v. Mansfield
Torquay v. Crystal Pal.

Third Division (North).

Accrington v. Rochdale
Carlisle U. v. Hartlepools
Darlington v. Lincoln C.
Gateshead v. New Brighton
Halifax T. v. Hull City
Rotherham v. Southport
Stockport C. v. Doncaster R.
Tranmere R. v. York City
Walsall v. Barrow
Wrexham v. Crewe A.

SCOTTISH LEAGUE.

First Division.

Aberdeen v. Hearts
Clyde v. Third Lanark
Dundee U. v. Dundee
Falkirk v. Motherwell
Hamilton A. v. Airdrieonians
Kilmarnock v. Ayr United
Larkhall v. Cowdenbeath
Morton v. St. Mirren
Queen's P.R. v. Celtic
Raith R.

CHARITY FOOTBALL TO-MORROW.

The Charity Football match on the Club ground to-morrow in aid of Earl Haig's Fund will be attended by His Excellency, the Governor, the Commander-in-Chief and Major-General Sandilands. It should be a fine struggle as the Combined Services are capable of placing a formidable side in the field whilst the Rest of the Colony is, practically speaking, an inferior eleven. Music before the game and during the interval will be provided by the band of H.M. Ships.

ENGLISH LEAGUE TABLES TO DATE.

First Division.

P.	W.	L.	D.	F.	A.	Pts.	P.	W.	L.	D.	F.	A.	Pts.		
Everton	10	9	1	0	51	15	18	12	6	5	1	27	24	13	31
West Bromwich	11	6	2	3	24	7	15	12	5	5	2	17	24	12	27
Arsenal	10	4	2	4	31	11	12	12	6	4	2	29	21	14	26
Liverpool	12	8	1	3	37	21	19	10	3	6	1	9	22	7	28
Sheffield U.	11	7	3	1	30	17	15	11	4	6	1	17	21	11	26
Aston Villa	10	8	1	1	23	12	17	11	4	6	1	17	26	9	25
Huddersfield T.	12	6	1	5	28	10	17	10	3	6	1	12	21	7	24
Wednesday	11	7	1	3	31	12	17	11	3	7	1	20	33	7	24
Birmingham	11	9	2	0	25	11	17	11	3	7	1	17	25	7	24
Bolton W.	11	9	2	1	26	18	14	11	7	3	12	30	5	23	
Middlesbrough	11	8	3	2	26	18	14	11	2	5	3	34	7	21	
Blackburn R.	12	6	4	2	33	24	14	10	2	3	2	15	6	20	
Portsmouth	11	6	4	1	13	14	13	9	2	5	2	10	6	19	
West Ham U.	11	5	4	2	20	20	12	11	3	7	1	15	33	7	19
Leicester City	11	8	4	1	27	18	12	10	3	8	1	17	31	7	18
Manchester C.	10	4	3	3	20	16	11	12	1	6	5	19	5	18	
Sunderland	12	6	4	2	37	25	14	10	2	7	1	13	30	5	
Derby C.	11	7	2	2	27	14	16	10	0	10	1	9	33	1	
Blackpool	12	5	5	2	25	25	12	10	1	8	1	10	35	3	
Grimsby T.	11	5	1	1	17	14	11	11	1	9	1	16	39	3	

Second Division.

P.	W.	L.	D.	F.	A.	Pts.	P.	W.	L.	D.	F.	A.	Pts.		
Leeds United	10	6	2	2	20	9	14	12	8	2	2	29	15	18	32
Wolverhampton	12	10	1	1	43	7	21	11	4	3	3	25	17	11	32
Plymouth A.	11	6	2	3	32	31	15	10	5	2	1	16	27	9	27
Bradford	13	11	1	1	30	8	23	10	1	6	3	15	16	5	28
Stoke City	11	8	0	3	28	9	19	11	3	5	3	10	14	9	28
Bury	10	7	2	1	23	12	15	11	3	5	4	21	12	7	27
Notts County	10	6	2	2	25	11	14	12	3	5	4	21	16	6	24
Southampton	11	6	4	1	18	18	13	11	4	5	1	17	27	9	22
Millwall	11	6	3	2	27	12	14	11	3	5	6	22	12	8	22
Tottenham H.	12	6	4	2	37	25	14	10	5	3	4	19	7	21	
Notts Forest	12	5	3	4	22	16	16	10	4	2	2	20	6	20	
Burnley	10	3	2	2	19	19	11	11	4	5	1	12	24	9	20
Bradford C.	9	4	2	3	24	12	14	12	3	5	8	28	9	20	
Swansea T.	10	6	4	0	24	13	12	10	3	2	1	16	27	7	19
Barnsley	11	5	3	3	18	12	14	10	3	2	0	12	28	6	19
Port Vale	11	4	5	2	15	21	10	11	3	6	2	20	34	8	18
Manchester U.	12	5	4	3	22	12	13	11	1	6	1	13	26	5	18
Oldham A.	11	5	4	2	22	22	12	11	1	6	1	10	23	6	

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WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail

Hong Kong, Thursday, Dec. 31, 1931.

Exit 1931!

To-night the curtain will fall on the year Nineteen Hundred and Thirty-One.

Except for buoyant youth, mental stocktaking will begin before at or after midnight. The end of another year: another step toward the realisation or defeat of our lives' ambitions and dreams: another year's march toward that bourn to which all mankind is destined.

As a Colony we can likewise follow the example of the individual and recall all the good things and all the ill things that have featured the history of the past twelve months. Let us not judge our balance sheet by mere material things such as surplus assets in the Treasury, losses in exchange, heavier imposts and levies to help to balance the Budget.

Let us, rather, glance at those things that make for the uplift of the Colony: those efforts that have been made toward making of Hong Kong a better and a brighter place in which to live: those efforts toward proving that we are worthy of our glorious heritage as a link of Empire and worthy, also, of all that was done in the years of Auld Lang Syne by the little band of pioneers of this now great British Possession.

Critics are ever wont to complain of the lack of foresight on the part of earlier administrations in respect of public amenities, forgetful, may be, that they acted according to their best for the public weal. The science of public health, for instance, in the days of Queen Victoria, was not so advanced as in the last quarter of the century. Such a view

is not to be envied: by one who, in his time, was a member of the

the administrators of 1931 — were they alive in 1956 — might have reason to protest against criticisms of their régime were such to be published a quarter of a century hence.

But the record of public service in the Colony during 1931 is by no means a doleful one. In the prevailing spirit of goodwill, credit will readily be given where credit is due, alike to the administration and the numerous public organisations identified with movements for the welfare and progress of the whole Colony. The most hardened cynic must admit that every effort made leaves Hong Kong a better and brighter place than it was 365 days ago and that the prospects for the ensuing year are rosy in the extreme.

There is much greater evidence of that civic spirit that can do so much for the entire community. Indeed community service is continually enlisting recruits of all classes and races, each and all anxious to assist in the development of what our American cousins would term a real worth-while Colony — a source of pride to governors and governed and to all who are proud to be even humble units in the great British Empire. With optimism the prevailing note on this last day of 1931 we can with every justification wish, in confidence, all our readers

A HAPPY NEW YEAR!

Front Other Pens

Tea High and Low.

Inviting friends to tea instead of dinner, which is one of the methods being adopted by "society" folk to make a cut in the hospitality bill, is not altogether a new idea for ladies.

The Hon. Mrs. G. E. West, of 17, Kwong Ming Street, suffering from wounds to the forehead and upper lip, was admitted to the Government Civil Hospital yesterday, whilst at work on board H.M.S. "Suffolk" at the dockyard, he was assaulted by a sailor.

The Hon. Mr. J. P. Braine, at the meeting of the Finance Committee of the Legislative Council yesterday, commented on the Government's failure to publish the report of the Royal Commission on the Insanity Bill. He expressed the opinion very forcibly that the report was very much overdue, adding that the Royal Commission had been in existence for a long time, and that the report had been delayed for a long time.

The Radio Service Station, 51 Bonham Strand, has issued a convenient chart showing the time of day at any place in the world at a glance.

The 9 o'clock time signal will be repeated on the Observatory Wireless Mast at midnight to-night. The last signal will indicate the close of 1931.

Suffering from crushed toes, as the result, it is alleged, of being run by a hand-truck at Stavely Street, a girl, Kwan Ngok-ku, (6), was taken to the Government Civil Hospital yesterday for treatment.

Personal Pics.

The forthcoming marriages are announced of Joseph Vincent Panizzi, salesman, of 1, Kent Road, Kowloon Tong, and Marjory May Martin, of 74a, Nathan Road, Kowloon; and of George Frost, civil servant, of 16, Hankow Road, Kowloon, and Curtis Eva Curtis, of Savarin House, Kowloon.

The funeral of Mrs. Kan Au-tze, mother of Mr. Kan Hung-chao, of the Nanyang Brothers Tobacco Company, who died some weeks ago at her residence in Happy Valley, took place yesterday afternoon. Mrs. Kan Au-tze, who was 80 years of age, is survived by her son and grandsons and six great-grandsons.

Dr. John Archibald Venn and his wife are staying at the Repulse Bay Hotel. A fellow and junior Bursar of Queen's College, Cambridge, Dr. Venn is a "University" (Gibson) lecturer in the history and economics of agriculture. A keen lawn tennis player, Dr. Venn has secured his County colours and was Secretary of the Cambridgeshire Lawn Tennis Association from 1908 to 1914. He is also interested in archaeology, ornithology, and motoring.

EXCHANGES

TO-DAY'S QUOTATIONS

On London

Bank wire..... 1/54

Bank, on demand..... 1/5 5/16

Bank, 4 months' sight..... 1/5 7/16

Credits, 4 months' sight..... 1/6 1/2

Documentary, 4 months' sight..... 1/6 1/2

On Paris

On demand..... 620

Credits, 4 months' sight..... 690

On Berlin

On demand..... Nom.

On New York

On demand..... 24 1/2

Credits, 60 days' sight..... 26 1/2

On Bombay

Wire..... 95

On demand..... 95

On Calcutta

Wire..... 95

On demand..... 95

On Shanghai

Dollar..... 74 1/2

Dollar..... 29 1/2

On Yokohama

On demand..... 65 nom.

Sovereign (Bank's buying rate)..... 1/6 1/2

Silver (per oz.)..... 20

Bar Silver in Hong Kong..... Nom.

Copper Cash..... Nom.

Copper Cents..... 1% prem.

Rate of Native Interest..... 8 1/2% p.a.

Chinese Silver Coin..... 24 1/2% dis.

Hong Kong Silver Coin..... 24 1/2% dis.

LONDON EXCHANGES

Ribby, Yesterday

Paris..... 38 1/2

New York..... 24 1/2

Brussels..... 24 1/2

Montreal..... 4 1/2

Geneva..... 17 1/2

Amsterdam..... 9 1/2

Milan..... 65 1/2

Berlin..... 14

Stockholm..... 17 1/2

Copenhagen..... 18 1/2

Oslo..... 18 1/2

Vienna..... 24 1/2

Prague..... 11 1/2

Helsingfors..... 20

Madrid..... 10

London..... 24 1/2

Athens..... 24 1/2

Montevideo..... 24 1/2

Montevideo..... 24 1/2

Montevideo..... 24 1/2

CARSTAIRS DEATH
INQUIRY.

An Open Verdict.

The inquiry into circumstances attending the death last May of Douglas G. Carstairs was concluded yesterday. The jury returned an open verdict — "We find that Mr. Carstairs died from a stab wound in the abdomen. There is no evidence to show the author of the wound, and we, therefore, return an open verdict."

The Coroner (Mr. J. A. Fraser) accepted the verdict as being the only one returnable with the facts of the case before the Court.

THE INDOMITABLE
EAST END NIPPER.

"Here is a delightful character sketch of the East London nipper by one of our Medical Officers of Health. He is writing of a drab street —

"Some children were sprawling in the dirt on the pavement with their heads just beyond the kerb, after a heavy shower, watching ships that pass in the gutter, stray pieces of vegetable debris, dirt, bits of paper, carried off by the downpour.

"Glorified Ecstasy."

"The score was made by the child who first saw the ship, and was thereby entitled to be its captain and to convoy it safely with his fingers beyond the posts of observation.

"That's mine."

"No it ain't."

"Yuss it is, I seen it fast."

"There's another—that's mine."

"No it ain't."

"Yuss it is, I seen it fast."

"There's another—that's mine."

"No it ain't got a captain—'s only got a mite (mate) see."

"The pity of it all!"

"The glorified ecstasy of being captain of a castaway goblet of vegetable refuse on a gutter sea."

In another part of his report the Medical Officer of Health says:

"It may be said

THE PRINCE AND THE PEARLS

STORIES OF FUN AND FROLIC.

Intimate glimpses of the Royal Family at home are given in "The Memoirs of a Maid of Honour" by the Hon. Katherine Villiers, Maid of Honour to the Queen since 1911 a book published to-day. (Ivor Nicholson and Watson, Ltd. 18s.)

"The Prince of Wales," writes the author, "when I knew him in his teens was a fair, pink and white boy, with very good manners."

"He showed already embryonic signs of that charm which has made him the World's Playfellow. Any debonair would have thought herself lucky to have possessed a complexion like his young Royal Highness in those days."

Even then he had that "nervous little trick of fingering his tie."

Here is one story of a royal time. "That evening there were no guests and Princess Mary and her governess, the Prince of Wales and his brothers, Mr. Hansell (the Prince's tutor), and I settled down to 'Demon Patience.'

Ferocious Patience.

"When played by four or five people against each other this mild 'old maid's' pastime develops the ferociousness of 'Animal Grab.' Cards may be torn, tables upset...

"I remember after one game (not played at the Castle) I remained with nothing but a captain's biscuit and some weak brandy and water would be appropriate for me."

An amusing story of the kind of opportunities seized by the Royal children for a little fun concerns the Queen's visit to the ballroom at Buckingham Palace to make final arrangements for the first Court of her reign.

"We were not quite as rough as this at Windsor, but still we played it with a good deal of zest."

Miss Villiers missed a string of pearls from her neck during the game.

"The children forthwith started a hunt. No one found it.... The children still hunted vigorously, but they were laughing together and whispering. I noticed. What mischief were they up to? I wondered."

"I said nothing, and finally the search was abandoned.... As I was proceeding down the corridor to bed, the Prince of Wales came up

behind me, said something and held out his hand...

"Don't Worry."

"He looked at me shyly, but with those curiously observant eyes which missed little, even in those days: 'Don't worry, they'll turn up safely, believe me,' he said and turned sharply away.... Sleepily I climbed into bed. On the pillow—carefully arranged in a circle—were the pearls. 'Oh, those children,' I murmured. The Prince of Wales was not present on this occasion.

"Her Majesty, accustomed to their high spirits, paid very little attention to these goings-on but continued her discussion with the Master of the Household.

"Presently the Queen mounted the dais and stood between the Thrones. Calling to me, she asked me to come in slowly from the door, just as the ladies would on the great night, and to make the regulation curtseys to the two Thrones.

"Prince George instantly volunteered for his service, but was suppressed by his sister.

"In spite, however, of her protests, he would not allow matters to proceed until he had transferred the Princess's brown holland train to my shoulders, and with this ludicrous addition to my morning coat and skirt I fulfilled the Queen's request.

A Cheerful Time.

"She does it too quickly," pronounced Prince George. They could never get through as quickly as that with their long trains—and bouquets. 'Be quiet, George,' said his sister."

A pen picture of the young Royal generation of to-day.

Holding Princess Mary.

"The tutor held each boy firmly by the coat, whilst I secured a tight grip of Princess Mary's sash, for their excitement was such that it seemed as if they might fall out of the car.... Nine times in all we did the circuit before the charm of it began to wane, and Prince George inquired about the possibilities of tea.

"Tea after this? Oh, help! I felt that nothing but a captain's biscuit and some weak brandy and water would be appropriate for me."

An amusing story of the kind of opportunities seized by the Royal children for a little fun concerns the Queen's visit to the ballroom at Buckingham Palace to make final arrangements for the first Court of her reign.

"The royal children, always ex-

tremely high-spirited, made the occasion an excuse for much hilarity.... Prince George discovered a loose holland sheet, and at once insisted on arranging it as a Court train for his sister, Princess Mary.

The Curious.

"This burdened, she had to pass the two Thrones, making the appropriate curtseys to a chorus of suppressed mirth from her two little brothers—the Prince of Wales and the Duke of York.

"This the Duchess of York receives and holds close to her heart while Princess Margaret Rose's chubby, restless little fingers grope for the lovely pearl she knows so well."

Dinner at Windsor.

Informal meals at Windsor Castle.

"When there were no guests at Windsor Castle, but just their Majesties and the household, we dined together in what is usually known as the breakfast room, a Gothic-panelled room above the Sovereign's entrance.

"Those were the evenings with their Majesties that I loved most. The lights subdued by the heavy paneling, were softer; talk was general round the oval table; the King and Queen expanded in an atmosphere entirely free from ceremony, and both showed how genial and charming they could be.... in fact we were a happy family."

a personage too, with quaint little airs of dignity all her own.

"She is followed in by a grave-faced nurse, with a little white bundle of softness on her arm.

"This the Duchess of York receives and holds close to her heart while Princess Margaret Rose's chubby, restless little fingers grope for the lovely pearl she knows so well."

Social Functions.

To-day—Tea Dances at Hong Kong Hotel and King's Restaurant;

Carnival Dinner Dances at Hong Kong Peninsula and Repulse Bay Hotels.

Entertainments.

To-day—King's Theatre:

"Monkey Business."

To-day—Queen's Theatre:

"Dawn Patrol."

To-day—Central Theatre:

"Tabu."

To-day—Majestic Theatre:

"Derelict."

To-day—Star Theatre:

"Let's Be Gay."

Home Shows.

To-day—Inward from Europe via Siberia (Zuiderkerk).

To-morrow—Inward from Europe via Suez (Chitral); from America (President Taft); Outward for Europe via Siberia (Empress of Japan), noon.

Miscellaneous.

January 2—St. Stephen's College new school year begins.

January 12-14—Royal Sanitary Institute (Hong Kong Centre) examinations in Sanitary Science, and for Sanitary Inspectors.

Land Sales.

January 4—At P.W.D. Offices one lot of Crown land at Cheung Sha Wan, 3 p.m.

WEEK'S DISEASES.

Diphtheria Cases Most Prominent.

44 TUBERCULOSIS DEATHS.

The official return of diseases and deaths during the week ended December 26 is as follows:

Cases Deaths

Typhoid fever 2 2

Diphtheria 21 3

Tuberculosis 44

Summary to December 26.

The returns from January 1 to December 26 give the following figures:

Cases Deaths

Typhoid fever 210 86

Small-pox 14 9

Scarlet fever 8

Diphtheria 165 58

Cerebro-spinal fever 21 10

Puerperal fever 19 18

Tuberculosis 2,312

Twenty-one of the typhoid cases were non-Chinese; as were three scarlet fever cases, one small-pox case, two cerebro-spinal fever cases, and six diphtheria cases.

PICKPOCKETS' TERROR.

Adds One More Item To His Sum

Or Knowledge.

Fox Trot—

The Hour of Parting, (22783)

That Little Boy of Mine, (22783)

Never, (22783)

Without That Gall, (22750)

Come to Me, (22750)

As Long as You're There, (22750)

Waltz—

Gift of My Dreams, (21263)

Maria, Mari, (21263)

Fox Trot—

Heebie Jeebies, (22765)

Minnie, the Moocher, (22765)

There's No Other Girl, (22765)

I'm all Dressed up with a Broken Heart, (22765)

My Moonlight Rosary, (22765)

Waltz—

Blue Kentucky Moon, (22820)

Fox Trot—

Give a Heart, (22784)

To-night or Never, (22784)

I Can't Get Mississippi off my Mind, (22795)

I Can't Write the Words, (22795)

Waltz—

That Melody of Love, (21297)

Was it a Dream? (21297)

Fox Trot—

When You Press Your Lips to Mine, (22783)

If I Have to go on Without You, (22783)

It's a Long Time Between Kisses, (22783)

Love Letters in the Sand, (22783)

Good-night Sweetheart, (22783)

Waltz—

So Close to Me, (22825)

Fox Trot—

Moonin', (22783)

The Mystery Song, (22783)

Let's Drive Away, (22783)

Now That We're in Love, (22783)

You're Gone, (22783)

How's Your Love, (22783)

Midnight, my Baby, (22783)

Waltz—

When You're in Love, (22783)

Mr. Winston Churchill, in a witty speech in the Commons recently described Mr. Lansbury's social ideal as a dim Utopia that would reduce our civilization to the vanishing point, surrounded by innumerable nothing pools.

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NEW ADVERTISEMENTS.



NOTICE.

ARMS LICENCES.

Overland China Mail.
Published every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$36, payable in advance. Local delivery free.

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers
No. 84, WYNDHAM STREET,
HONG KONG.

TELEPHONES
Business Office: 20222.
Editorial Department: 24641.
Cable Address: MAIL, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices: S. H. Bywaters & Co., Ltd., 7, Garrick Street, London, W.C.2.

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All replies under this heading must be called for.

POSITION WANTED.

CHINESE ANAH desires position to look after Children between the hours of 8 a.m. and 7 p.m. Can speak English.—Apply Box No. 709, c/o "China Mail."

LOST.

LADIES' HANDBAG lost between Austin Road, Kowloon, and Queen's Pier, Hong Kong, at 2.30 p.m. on Christmas morning; \$100 reward for its recovery with contents.—Finder please deliver to Hong Kong Dispensary.

TO LET.

457, THE PEAK, to let, fully furnished for nine months from end of February. Grass tennis court. Rent \$400. Apply Box No. 708, c/o "China Mail."

APARTMENTS TO LET.

AIRLIE HOTEL. — 23-25, Nathan Road, Kowloon. Under European Management. Excellent cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

TUITION GIVEN.

TUITION GIVEN in Drawing, Water Colour, Painting and Sculpture. For further particulars apply to: 26 Ashley Road, 1st floor, Kowloon, or Vanity Fair, Hong Kong.

REPAIR your Broken Dolls and Toys. Send them to us. We will fix and renew at moderate terms. Apply No. 36, Ashley Road, Kowloon, 1st floor, or Vanity Fair, Hong Kong.

PRIVATE LESSONS in English, French, Music, Shorthand and Typewriting. Terms moderate. 6, Almai Villas, Austin Road, Kowloon.

GENERAL NOTICES.

BANK HOLIDAYS

IN Accordance with Government Ordinance, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY and SATURDAY, the 1st and 2nd January, 1932 (New Year Holidays).

Hong Kong, 28th December, 1931.

PEAK CLUB.

THE COMMITTEE regret to announce that, under Medical Advice, they have decided to CANCEL THE NEW YEAR BALL arranged for THURSDAY, December 31, at the Peak Club.

Hong Kong, December 29, 1931.

THE CHINA LIGHT AND POWER COMPANY (1918), LIMITED.

NOTICE TO SHAREHOLDERS.

BY VIRTUE of the authority vested in them by Ordinary Resolution of the Company passed by Shareholders at an Extraordinary Meeting held on 1st December, 1931, the Directors of the Company have decided to offer to Shareholders Additional Shares in the proportion of one Additional Share of the nominal value of \$5 for every five Shares of which they are the registered holders on 9th January, 1932.

Such Additional Shares will be issued at par. The full nominal amount of \$5 per share will be payable on acceptance of the offer on or before 1st February, 1932, in the case of shareholders whose registered address is in the Colony of Hong Kong. In the case of shareholders whose registered address is outside the Colony of Hong Kong, the date for payment will be 1st April, 1932.

The TRANSFER BOOKS will be CLOSED from 2nd January, 1932, to 9th January, 1932, both days inclusive.

BY Order of the Board of Directors,

SHEWAN TOMES & CO., General Managers, Hong Kong, 3rd December, 1931.

THE "STAR" FERRY COMPANY, LIMITED.

THE SHARE CERTIFICATE NO. 4264 for ONE HUNDRED (100) SHARES numbered 6690/6739, 7869/7893 and 39190/39214, in the above Company and standing in the name of FRANCISCO XAVIER SOARES having been reported lost, NOTICE IS HEREBY GIVEN that unless the ORIGINAL CERTIFICATE is produced within ONE MONTH from the date hereof, it will thereafter be held by the Company as NULL AND VOID, and a NEW CERTIFICATE for the said shares will be issued.

By Order of the Board of Directors,

F. H. CRAPNELL, Secretary, Hong Kong, 4th December, 1931.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions —

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"MONKEY BUSINESS."

HOLDERS of Arms Licences are reminded that their Licences are due for renewal on 1st January, 1932. A fee of \$10.00 per Licence payable in advance will be charged. Licensees should call at the Arms Office, Police Headquarters between the hours of 10 a.m. and 1 p.m. daily (Sunday and Public Holidays excepted), with their arms and licences before 31st January, 1932. One new pass-port size photograph is necessary.

E. D. C. WOLFE,
Inspector General of Police,
31st December, 1931.

NOTICE.

OWING TO the Epidemic of Diphtheria the Diocesan Girls' School, Kowloon, will re-open on January 11 at 9 a.m. instead of January 5.

THE HEAD MISTRESS.
Hong Kong, December 31, 1931.

FOOTBALL.

Charity Match in Aid of Earl Haig's Fund.

SERVICES v. CIVILIANS at Hong Kong Football Club's ground, on New Year's Day.

His Excellency the Governor will kick off at 3.30 p.m.

NOTICE.

YOU have been WARNED about congregating in the confined spaces but not the OPEN spaces of the KOWLOON FOOTBALL CLUB.

TO-MORROW AT 11 A.M.
FINE FUN & ALL FOR CHARITY.

SOCIETY OF ST. GEORGE,
HONG KONG.

THE PRESIDENT and Committee regret that it has been found necessary to cancel the Annual Ball which it was proposed to hold on January 6, 1932.

LINSTEAD & DAVIS,
Secretaries & Treasurers.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

Part of the Sale by Public Auction to be held on MONDAY, the 4th day of January, 1932, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Cheung Shui Wan, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years for the last three days.

PARTICULARS OF THE LOT.

Boundary Measurements

Locality

Area

Surveyor

Land Surveyor

Surveyor's Report



LOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTEvia Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking cargo on through Bills of Lading
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Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai	For Singapore & Japan	For Italy
M.V. HILDA (cargo boat)			Jan. 17
S.S. PILSNA (passenger boat)	Jan. 12		Jan. 24
M.V. COL DI LANA (cargo boat)	Jan. 11	Feb. 14	
S.S. GANGE (passenger boat)	Jan. 31	Feb. 10	(11 a.m.)
S.S. MONCALIERI (cargo boat)	Feb. 8	Mar. 13	(6 p.m.)
S.S. CONTE ROSSO (passenger boat)	Mar. 4	Mar. 13	(Noon)
			(10 p.m.)

Passenger Steamers to Shanghai only.
Attention is called to the s.s. Gange and s.s. Conte Rosso which
will make the voyage Hong Kong—Venice in 22 and 21 days
respectively thus allowing London Passengers to reach destination
the day following their disembarkation at Venice.For Freight and Passages apply to—
Queen's Building, DODWELL & CO. LTD.
Agents.REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM £79 TO £120 ON SALE.

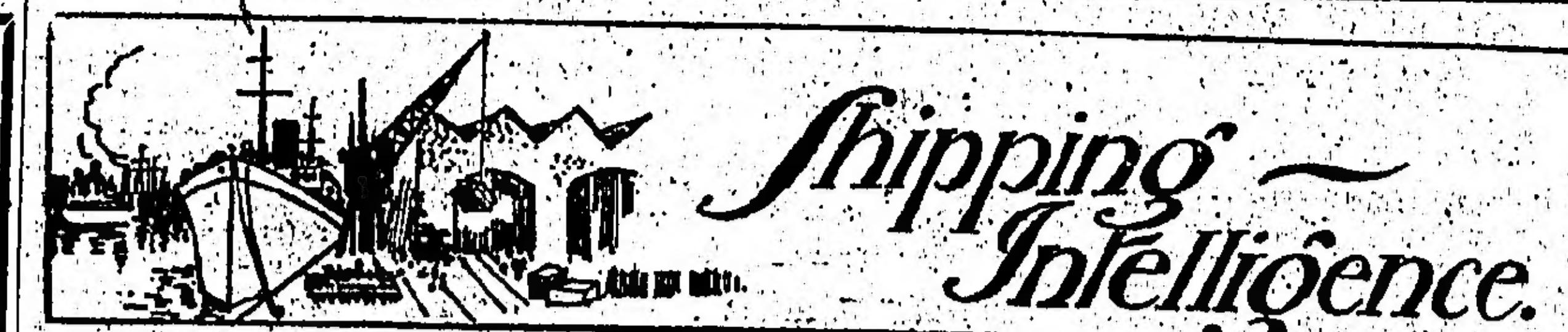
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
CHICHIBU MARU Wednesday, 18th January.
TATSUTA MARU Wednesday, 27th January.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIME MARU Tuesday, 19th January.
HEIAN MARU Tuesday, 16th February.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via
Singapore, Penang, Colombo & Suez.
FUSHIMI MARU Saturday, 9th January.
HAKOZAKI MARU Saturday, 23rd January.
SYDNEY & MELBOURNE via Manila & Ports.
KAMO MARU Saturday, 28th January.
KITANO MARU Saturday, 27th February.
BOMBAY via Singapore, Penang & Colombo.
TANGO MARU Monday, 11th January.
GENOA MARU Wednesday, 27th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
BOKUYO MARU Sunday, 14th February.
NEW YORK, BOSTON via Panama.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa
& Marseilles.
DURBAN MARU Thursday, 14th January.
CALCUTTA via Singapore, Penang & Rangoon.
HAKODATE MARU Wednesday, 6th January.
MORIOKA MARU Friday, 15th January.
SHANGHAI, KOBE & YOKOHAMA
TAJIMA MARU Sunday, 3rd January.
AKITA MARU (Moi direct) Monday, 6th January.
HAKUSAN MARU Friday, 8th January.
Cargo only.

For further information apply to—NIPPON YUSEN KAISHA
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

rio de Janeiro, Santos & BUENOS AIRES via
Saigon, Singapore, Colombo, Durban & Capetown.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN.
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BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila & Japan Ports (Frequent Services).
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo & Suez & Port Said.
NEW YORK via Japan ports Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.
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TAKAO via Shantou & Amoy (Frequent).
For further information apply to
OSAKA & MOSEN TRADING



NAVY SECRETS OF THE BIG GUNS.

Amazing Progress in Fire Control.

HUMAN ELEMENT ELIMINATED.

In The Daily Telegraph recently I described a "Robot" system of fire-control which has been developed in a certain foreign navy. I am now able to disclose a number of facts which indicate the amazing progress of scientific gunnery in our own fleet, says Hector C Bywater, the Daily Telegraph Naval Correspondent.

Range-finding is a vital factor in long-range shooting. At Jutland our battleships carried nothing larger than 9ft telemeters, although for several years previously the British firm that specialises in these instruments had been supplying 30ft instruments to foreign navies. The fact that our own ships had to rely on 9ft range-finders was due to restriction of space in gun turrets and control stations. The German navy, on the other hand, went in for very long-base instruments and enjoyed a corresponding advantage.

To-day British battleships and cruisers are equipped with range-finders of 30ft. to 40ft. base, which are immeasurably superior to the Jutland type. These instruments are so mounted as to be absolutely unaffected by vibration from the high speed of the ship or the concussion of gunfire. This is exclusively a British innovation. Our latest range-finders, and, indeed, all the new British-made optical instruments which the Royal Navy uses in fire-control, have demonstrated their superiority over the best foreign specimens in the course of exhaustive tests at the National Physical Laboratory.

Uncanny Precision. When, immediately after the war, Inter-Allied missions visited Germany to superintend the execution of the disarmament regulations, they found not only that every German warship had been stripped of its fire-control gear, but that the German factories engaged in manufacturing these instruments had stopped production. Shortly afterwards a German syndicate established two factories in Holland, at Venlo and Hengelo, where fire-control mechanism could be manufactured free of Allied supervision. Both factories are in full operation to-day, but in quality their products are inferior to the British article.

As regards the British Navy, it is betraying no secret to state that post-war developments in fire control have exceeded anything in the whole previous history of the science. The human element has been largely eliminated. Instruments are now in use which take the target range from the range-finders and automatically compute all the data needed for keeping the gun bearing on the enemy, however much he may seek to baffle the aim by altering course or changing speed. Once computed, these data are instantly transmitted, without manual intervention, to the various stations throughout the ship. The whole operation is performed with a precision that seems uncanny.

Since the date of Jutland the long-range shooting of the Royal Navy has improved by nearly 100 per cent. Targets are now picked up and brought under accurate fire at ranges that not so long ago would have been deemed fabulous. In conjunction with improvements in guns, mountings, and projectiles, this fire-control development has more than doubled the hitting power of individual ships.

Future of Battleships. This is as true of the destroyer as of the battleship. In simplified

form, the same system of fire control which sends the monster 16in. shells of Nelson through a target at a range of fifteen miles also enables a destroyer, rolling and pitching in a seaway, to work its quick-firing guns with astonishing accuracy. And there are equally ingenious instruments for silencing torpedoes.

Phenomenal progress has been made in anti-aircraft firing. Six years ago a well-known aviator volunteered to fly over the Atlantic Fleet while the massed "Archies" of the Fleet fired at him with "live" shell. He would scarcely care to repeat that offer to-day. So marked has been the improvement in the control and loading gear of the A.A. gun, and in the shells it fires, that the aeroplane attacking a squadron at sea would be like a grouch, which, having grown contemptuous of rifle bullets, suddenly found itself caught in a barrage of shotguns.

These disclosures have been made to me by one of our greatest experts on fire control. They have a direct bearing on the future of the big ship, for if the great guns which such a vessel alone can carry are capable of being fired with accuracy at any range within the limits of vision no further argument for the survival of the battleship is necessary.

For in capable hands the heavy gun is still the most destructive weapon. Damage inflicted by torpedoes may be localised by subdividing the hull, but it is doubtful if any form of protection would keep out a salvo of 16in. high-explosive shell, each weighing a ton and travelling at a velocity of 2,650ft. per second.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Bruce—South wall.
Cornflower—East wall.
Cumberland—No. 3 buoy.
Herald—East wall.
Hermes—No. 1 buoy.
Kent—North arm.

Uncanny Precision.

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Future of Battleships. This is as true of the destroyer as of the battleship. In simplified

ARRIVALS OF SHIPS.

Tuesday, December 29.
La Plata Maru, Japanese str., 4,386 tons, Capt. M. Yajima, from Kobe, buoy No. A8—O.S.K.
Nankin, British str., 4,348 tons, Capt. A. S. Gordon from Moji, Kowloon Dock, P. & O.
Phasianella, British str., 898 tons, Capt. H. C. Farrington, from Foochow, North Point—A.P.C.
Titan, British str., 5,749 tons, Capt. W. J. Elford, from Singapore, Holt's Wharf—B. & S.
Yingchow, British str., 1,216 tons, Capt. J. R. Nisbet, from Amoy, buoy No. C4—B. & S.

CLEARANCES.

Wednesday, December 30.

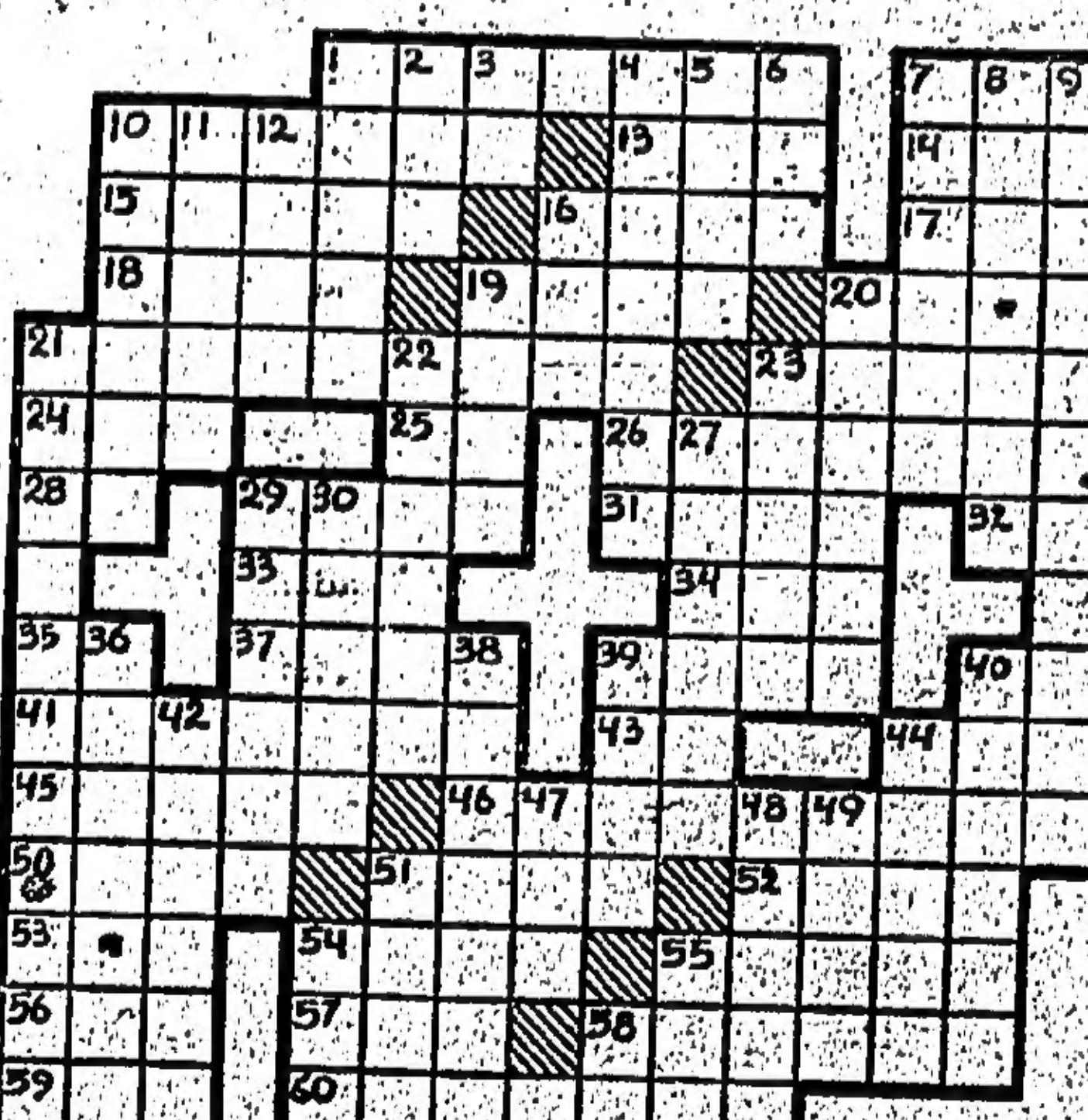
Chungkong, for Tourane.
Eunaeus, for Shanghai.
Fouching, for Canton.
Kueichow, for Foochow.
La Plata Maru, for Saigon.
Malacca Maru, for Moji.
Newchwang, for Ningpo.
Pongtong, for Saigon.
Prominent, for Shanghai.
Saini Dunstan, for Calcutta.
Soliviken, for Holhew.
Talyuan, for Amoy.
Tilawa, for Singapore.
Tin, for Shanghai.

Marazion—South wall.
Medway and Sub.—No. 2 buoy.
Olympus—East wall.
Orpheus—In dock.
Oswald—In dock.
Perseus—East wall.
Phoenix—In dock.
Seamew—East wall.
Seraph—North wall.
Serapis—North wall.
Sirdar—North wall.
Suffolk—West wall.
Tamar—Basin.

Foreign Man-of-War.
Craonne—French gunboat.
Gill Eanes—Portuguese transport.
Mindanao—American gunboat.

DAILY CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow and altho.)



HORIZONTAL
1—Cory
7—A step
10—Made of the most precious metal
15—Cut down
16—Wild (Scot.)
18—Mohammedan
20—prince
21—Stake in poker
22—Worthless, leaving
23—Ancient weight of money
24—High playing card
25—The violin
26—The solution
27—Symbol for black
28—Horn
29—Milk
30—The solution
31—Symbol for black
32—Horn
33—Milk
34—The solution
35—Symbol for black
36—Horn
37—Milk
38—The solution
39—Symbol for black
40—Horn
41—Milk
42—The solution
43—Symbol for black
44—Horn
45—Milk
46—The solution
47—Symbol for black
48—Horn
49—Milk
50—The solution
51—Symbol for black
52—Horn
53—Milk
54—The solution
55—Symbol for black
56—Horn
57—Milk
58—The solution
59—Symbol for black
60—Horn

HORIZONTAL (Cont.)
32—Gaudious
33—Stannum (abbr.)
41—Exasperate
42—Lame (abbr.)
43—Lame
44—Club
45—The nostril
46—Protectors of young
47—Unmarried women
48—A continent
49—Wise, impudent
51—Clock
52—Market
53—Strike gently
54—System of laws
55—Combining form
56—Feather
57—Metal bearing earth
58—First bottom
59—Gaudious
60—Lame (abbr.)
61—Exasperate
62—Club
63—The nostril
64—Protectors of young
65—Unmarried women
66—A continent
67—Wise, impudent
68—Market
69—Strike gently
70—System of laws
71—Combining form
72—Feather
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164—Market
165—Strike gently
166—System of laws
167—Combining form
168—Feather
169—Metal bearing earth
170—First bottom
171—Gaudious
172—Lame (abbr.)
173—Exasperate
174—Club
175—The nostril
176—Protectors of young
177—Unmarried women
178—A continent
179—Wise, impudent
180—Market
181—Strike gently
182—System of laws
183—Combining form
184—Feather
185—Metal bearing earth
186—First bottom
187—Gaudious
188—Lame (abbr.)
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285—Exasperate
286—Club
287—The nostril
288—Prot

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

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Australia, including New Zealand and
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Constantinople, Greece, Levantine
Ports, Europe, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong Aboard	Destination
RAWALPINDI	17,000	1932 2nd Jan. Noon	Bombay, Marseilles & London.
MIRZAPORE	5,700	4th Jan.	Straits, Colombo & Bombay.
KARMALA	9,000	16th Jan.	Marseilles, L'don, H'dam & A'werp.
CHITRAL	15,000	30th Jan.	Bombay, Marseilles & London.
KASHMIR	9,000	12th Feb.	Marseilles, L'don, H'dam & A'werp.
NALDERA	18,000	27th Feb.	Bombay, Marseilles & London.
SOUDAN	6,800	5th Mar.	Marseilles, London, Havre, Hamburg, Rotterdam, A'werp & Hull.
CARTHAGE	15,000	12th Mar.	Marseilles & London.
RAJPUTANA	17,000	20th Mar.	Marseilles & London.
BURDWAN	6,500	2nd Apr.	Bombay, Marseilles, London, Havre, Hamburg, Rotterdam & Antwerp.
CORFU	15,000	9th Apr.	Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
RANPUR	14,000	7th May	Bombay, Marseilles & London.
CHITRAL	14,000	21st May	Bombay, Marseilles & London.
RANCHI	17,000	4th June	Bombay, Marseilles & London.
NALDERA	16,000	18th June	Bombay, Marseilles & London.
KAISAR-HIND	12,000	2nd July	Bombay, Marseilles & London.
RAJPUTANA	17,000	10th July	Bombay, Marseilles & London.
MANTUA	11,000	30th July	Bombay, Marseilles & London.
RAWALPINDI	17,000	13th Aug.	Bombay, Marseilles & London.
RANPUR	17,000	27th Aug.	Bombay, Marseilles & London.
MALWA	11,000	10th Sept.	Bombay, Marseilles & London.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantine, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SANTHIA	8,000	1932 10th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	22nd Jan.	
TALAMBA	8,000	5th Feb.	

*R.I. Apcar Line steamers have excellent accommodation for 1st and 2nd-class passengers.

EASTERN & AUSTRALIAN SAILINGS (South)

NANKIN	7,000	1932 2nd Jan. 11 a.m.	Manila, Rabaul, Brisbane, Sydney, & Melbourne.
NELORE	7,000	2nd Jan.	
TANDA	7,000	4th Mar.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALMA	10,000	1932 1st Jan. 8 a.m.	Amoy, S'hai, Moji, Kobe & Osaka.
CHITRAL	15,000	2nd Jan.	Shanghai; Kobe & Yokohama.
NELORE	7,000	4th Jan.	S'hai, Moji, Kobe, Osaka & Y'hama.
KALYAN	9,000	10th Jan.	Shanghai, Kobe & Yokohama.
TALAMBA	8,000	15th Jan.	Amoy, S'hai, Moji, Kobe & Osaka.
KASHMIR	9,000	18th Jan.	Shanghai, Moji, Kobe & Yokohama.
SOUDAN	6,800	26th Jan.	Shanghai, Kobe & Yokohama.
NALDERA	16,000	29th Jan.	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	5th Feb.	Shanghai, Moji, Kobe & Yokohama.
CARTHAGE	15,000	12th Feb.	Shanghai, Kobe & Yokohama.
BURDWAN	6,500	21st Feb.	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	26th Feb.	Shanghai, Kobe & Yokohama.
CORFU	18,000	11th Mar.	Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	24th Mar.	Shanghai, Kobe & Yokohama.
SOMALI	6,800	5th Apr.	Shanghai, Kobe & Yokohama.
RANPUR	17,000	7th Apr.	Shanghai, Kobe & Yokohama.
CHITRAL	15,000	21st Apr.	Shanghai, Kobe & Yokohama.
BANGALORE	6,800	26th Apr.	Shanghai, Kobe & Yokohama.
RANCHI	17,000	2nd May	Shanghai, Kobe & Yokohama.
NALDERA	10,000	19th May	Shanghai, Moji, Kobe & Yokohama.
KAISAR-HIND	12,000	2nd June	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	18th June	Shanghai, Kobe & Yokohama.
SOUDAN	6,800	28th June	Shanghai, Kobe & Yokohama.

*Cargo only. †Calls Nagoya.

All dates are approximate and subject to alteration without notice.
All steamer are fitted with Electric Fans & Penta-Louvre System.
Steamers on London and Australian Lines are fitted with Landrine
Parcels measuring not more than 6 in. It will be received at the
Post Office, London, and forwarded to the steamer.

For further information, Please apply to
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Commercial Rd., C. Hong Kong.

A STUART ROYAL YACHT.

Contemporary Model at Science Museum.

In the vestibule of the Science Museum, South Kensington, a contemporary model of a Stuart Royal Yacht has been placed on exhibition. The model represents a design for one of the 14 large yachts built by Charles II., of which a number of representations survive in the works of the Van de Velde, father and son. The decorations of the stern are not, however, identical with any of those sketched and named by those artists, though the dimensions correspond very closely with those of the Katherine and the Portsmouth, both built for the King at Woolwich in 1674 by Phaneas Pett.

As actually built, nearly all these Stuart Royal Yachts carried a large carving of the Royal Arms in the stern, and the figures of a draped woman and two naked boys, which here take the place of that design, seem to indicate that the present model represents a projected rather than a completed vessel. The carving, which is excellently preserved, is delicate and elaborate, the sleeping boys above the windows of the cabin being particularly charming. The hull has needed only very slight repairs, and the mast, gaff, and lower yard are all original, while the sails, rigging, flags, and guns have been added in the museum from information contained in contemporary pictures and drawings. The three stern lanterns, sloping back, but apparently globular, as seen from the waterline, were discovered in the hull of the model.

The dimensions of the yacht, which is represented in the model on a scale of 1:30, appear to have been 56ft. length of keel (length on deck 70 ft.), breadth 20.8 ft., approximate burden 130 tons. The armament consisted of eight 3-pounders. Only three other contemporary models of Royal Yachts of the period survive, and two of these are incomplete. Their interest is the greater since yachting was introduced into Britain by Charles II., first through the yachts Mary and Bezan, presented to him by the Dutch East India Company, and then by the yachts which the King had designed by British shipwrights to excel the Dutch vessels in speed. They were used for occasions of pleasure and state, and both Charles and his brother (James II.) encouraged the sailing of matches between individual vessels, thus laying the foundation of yacht-racing in Britain.

The British shipwrights discarded the Dutch form of hull, and adapted the lines of a very small six-ratio man-of-war. The British yachts were not fitted with leeboards, and though the Dutch stumpy-topmast was retained, the

sprit was discarded in favour of a new "half-sprit" or standing gaff. The present model, which is made of boxwood with open timbering in the hull, was formerly the property of the late Rear-Admiral F. Proby Doughty, and is now lent by Mrs. Doro Montagu.

PASSENGER LISTS.

ARRIVALS.

Per s.s. Nankin, December 29:—
Mrs. Hay Hendry, Miss A. V. Hay, Mr. J. Hassett, Mr. E. D. Kalman, Mr. and Mrs. J. C. B. Bennie and sons, Miss E. M. M. Swain, Mr. E. A. Henderson, Mr. R. B. Williams, Mr. L. Wild, Mr. J. Moore.

Per Empress of Japan, December 30:—
Mr. P. Collison, Mrs. J. J. Dent, Mr. and Mrs. G. H. Ewart, Miss J. McBride, Mr. E. Schradieck, Sister E. Campain, Sister Marin Couteur, Sister Cecilia Taise, Sister C. Alula, Mr. and Mrs. W. T. Phister.

SUEZ CANAL.

The French administration of the canal have definitely refused to yield to the representations of shipowners that in these depressed times the canal dues should be lowered. The company pays a dividend of 8% per cent. Many shipping companies are said to be seriously working out plans to avoid the canal and use either the Panama Canal or the route by the Cape.

SHIPBUILDING IN FRANCE.

The increase of shipbuilding in France is shown by the following figures:—On January 1, 1919, world shipbuilding was 6,291,993 tons; Great Britain 1,979,562 tons; Italy 138,010 tons; and France only 51,690 tons. On January 1, 1931, the figures for the world were 3,326,086 for Great Britain 908,902 tons; for Italy 179,677 tons; and France 174,215 tons.

FREIGHTER'S RECORD VOYAGE.

Fremantle To Hull. In 27 Days.

Carrying 14,000 bales of wool, the steamer Descaulon (6,793 tons) made a record voyage of 27 days from Fremantle to Hull.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road, Central, Hong Kong. Tel. 20459.

Shipyard: Shain-sha-po, Kowloon, Hong Kong. Kowloon Tel. 57000.

Estimates furnished on application.

*Hong Kong, April 1, 1924.

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PRIVATE HOTEL
Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)
Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

CLAREMONT

Tels: 57389 & 57385 (Private).

Telegraphic Add: "Fern" H.K.

Our motto is "SERVICE".

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

Dec. 31, 1931, to Jan. 6, 1932.

Date High Water Low Water
Standard Ht. Standard Ht.
Times Times

Dec. 31... 00 50 7.0 08 29 1.5
Thurs. 1... 10 05 4.9 19 25 4.1

Jan.

Fri. 1... 01 42 6.2 09 15 1.9

1... 15 45 5.1 21 30 3.9

Sat. 2... 02 50 5.3 10 00 2.5

3... 16 32 5.6 23 10 3.3

Sun. 3... 04 55 4.4 10 45 2.9

4... 17 24 6.0 — —

</div

THE CARAVAN
JUST RECEIVED
SPECIAL CONSIGNMENT OF
LINGERIE (LATEST DESIGNS)
LOUNGING PYJAMAS.

NOW ON VIEW AT

7, CHATER ROAD
(KING'S BLDG.),
HONG KONG.
TEL. 21450.

ARCADE
PENINSULA HOTEL
KOWLOON.
TEL. 58091.

CENTRAL
THEATRE

FINAL SHOWINGS TO-DAY
at 2.30, 5.10, 7.15 & 9.20 p.m.

A RETURN ENGAGEMENT!
BY POPULAR DEMAND!
PRIMITIVE LOVE IN THE
SOUTH SEA ISLANDS!



You'll live every rapturous moment of this radiant romance!

— Murnau-Flaherty
Production
Directed by
F. W. Murnau.

The first real romance of the South Seas—Portrayed by an ALL-NATIVE cast!

with
SPECIAL ADDED MUSICAL ATTRACTION!
A HIGH-CLASS ENTERTAINMENT!

DICK LEUTERIO
AND
HIS CAPITOLIANS

(A Paramount Picture Orchestra in Hollywood)
ANOTHER NEW MUSIC PROGRAMME!

1. HOT AND ROTHERED.
2. COME EASY, GO EASY, LOVE.
3. FALLING IN LOVE AGAIN.

4. CAPITOLIANS (MEDLEY).
a. Madame Butterfly Introduction.
b. Rose in a bud.
c. Heart of Mine.
d. Sextette from "Lucia di Lamermoor."

PRICES AS USUAL! BOOK EARLY!
TELEPHONE NO. 25720.

Note:—Music programme completely changes with the change of Programme.

COMMENCING TO-MORROW

They longed for
each other . . .
yet honor held
them apart!

COLUMBIA PICTURES presents
"DIRIGIBLE"

JACK LORRIGAN
RALPH GRAVES

A RARE ADVENTURE FILM
DIRECTED BY RICHARD C. MILLER

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, DECEMBER 31, 1931.

THE BEERSHOP OF TO-DAY.

Bacchus Modified by
Pasteur.
"ROBOT BREWERS."

There is something cheerful about the idea of a brewers' exhibition. To the layman it conjures up visions of hearty rubicund old men, quart-pewter tankards set out on the table before them, chatting breezily about spigots and bungs, while their grandchildren romp merrily in the skittle alley at their feet.

But somehow (writes a "Daily Telegraph" representative) Progress seems to have interfered with this idyllic state of affairs. Purity, sterilisation, and high-power bottle washers have made Pasteur replace Bacchus as the central figure in the brewers' shrine.

Nowhere is this change more clearly marked than at the Royal Agricultural Hall, Islington, where the Brewers' and Allied Traders' forty-third exhibition is taking place.

Robot Brewer.
As I walked round the stands I felt that I must have been mistaken when, some years ago, I thought I had discovered the perfect beer, brewed on the premises in an inn in a little Worcestershire village. Here were enormous and elaborate machines whirling bottles about, cleaning them, stamping them, and purifying them in a way that would have made the hair of the landlord of that humble public-house stand on end.

Such is modernity. The robot brewer, I was proudly assured, is nearer realisation than ever before. The aim of the public-house keeper is nowadays to make his inn not a mere gin palace; but a "cosy social centre."

The idea, undoubtedly, is an excellent one. But I could not help wondering, as I looked at the writing-tables, the talking-weighting machines, and the charming table decorations, whether the average rustic (if he still exists) would not be too much intrigued by the comforts which will surround him in his imposing village-road-house to remember to order any beer before closing time.

"Minerals" To The Fore.
It is difficult to make special mention of any single contrivance among a multitude of combined counter-pressure filling and crowning machines outside cask washers, hydro soakers and automatic loading drag-bar elevators. It is, however, a notable sign of the times that the mineral-water industry is making the biggest display it has ever shown at the exhibition.

There was an interesting link with the past at the luncheon held to inaugurate the exhibition. The chairman, Mr. J. A. Pryor, presented a testimonial to Mr. J. B. T. Chevallier, a grandson of the famous Dr. John Chevallier who originated Chevallier batley, which is one of the biggest mainstays of the brewing industry.

Mr. Pryor told the story of how, a hundred years ago, a workman named Edward Dove found a few grains of barley in one of his boots when he returned home from threshing. He grew them in his garden, and when Dr. Chevallier

A FLORAL TRAP FOR FLIES.

Victims Drunk With
Nectar.

What might be described as a certain awed interest was displayed by amateurs in one of the exhibits at the Royal Horticultural Show of orchids and allied plants.

This is the pitcher plant of Mr. L. R. Russell, the Richmond nurseryman. Mr. Russell has been cultivating pitchers for some years.

Like orchids they are strange feeders, and not only eat but trap insects.

This particular pitcher has developed a gargantuan appetite, and already loves a cockroach for breakfast.

Did Not Feel Well.

Mr. Richmond told a Star reporter about it. The first cockroach he gave it rather surprised the plant, but the cockroach was even more astonished, for the pitcher with a never-say-die and nil-desperandum air, closed up its flower and settled down to the work of assimilation.

The next day it did not feel very well, but there was nothing left of the cockroach.

Nowadays nothing pleases it better than a nice, plump, tender cockroach, and the Russell nurseries are no longer healthy quarters for the pest.

A Little Reckless.

The ordinary pitcher is not quite so ambitious a feeder, but its methods are the same. It attracts its victims by a display of first-class nectar, and induces them to come inside where there is some even better stuff.

The normal, well-brought-up insect is very suspicious of the pitcher's hospitality, but, after a few drinks, it becomes a little reckless and refuses to be intimidated by a mere flower.

So it goes farther down the escalator, has a few more and then decides to go back.

The Pool of Death.

This is where the pitcher is so sinister, because the slope is so slippery that one step upwards means two steps back. Still, quite unafraid, the visitor tries to fly out.

But the petals have by now closed up, and the fly eventually falls right into the pool of death at the bottom of the pitcher.

So far Mr. Russell's plant does not tackle wasps, bluebottles or spiders, but the way it reaches out for unwary travellers and induces them to drop in for refreshment is very uncanny.

Pitchers are becoming quite popular but, as it is essentially a "stove" plant (or hot-house), it is not of much use to the ordinary suburban gardener who wants something useful for green fly.

A MOUSTACHES RECORD?

Each of Herr Jung's moustaches measures 2ft. 1 1/2in. Herr Jung, who went to Paris from Bamberg, claims that his moustaches are the biggest and best in Europe.

saw the barley there he asked for the seed and cultivated it. The resulting barley has now gone all over the world.

Always have GARDAN in the house.

In the tropics pain and illness are particularly liable to appear suddenly. In headache, toothache, neuralgia, rheumatism, sciatica, lumbago, muscular pains, and above all in fever and its accompanying symptoms, GARDAN is of definite value.

When you are out of sorts remember

GARDAN

MADELEINE'S MAD MOMENT.

Shoots Husband and
Cuts His Throat.

TO MAKE SURE.

"Arrest me, Mr. Policeman! I have, through jealousy, killed my husband. Being a good citizen, I feel bound to regularise the affair by reporting the sad occurrence. Pray consider me at your disposal for guillotining purposes."

Thus did Madeleine, a lady who is no longer young, admit her fault, and who, glad lightly in a "chemise de nuit" and little else, presented herself, very early, one morning, at a French police station.

Obligingly conducting the Inspector and his minions to the little hotel where she had taken the law into her own hands, a terrible sight confronted them. For the unfortunate husband, his wife's junior by some twenty years, lay writhing in gore, a bullet being lodged in the brain, while his throat was cut from ear to ear. It transpired that Madeleine had first put a revolver to Maurice's temple, completing the business with her prostrate husband's razor . . . "I do not believe in these modern weapons," said the murderess, when asked why she considered it necessary to make a double job of it. "They are mere toy things . . ."

Madeleine, who, by this time, was extremely penitent, told her sad tale, and in a voice broken with that uncontrolled emotion which the Parisians ladies out in large quantities . . . "Five years ago," sobbed the lady, "I married the victim of my jealousy, making him a suitable allowance. Recently, the unmanly fellow twitted me with being his senior, and the next day I discovered that he was carrying on an intrigue with a French typist employed by one of the British banks in Paris, and a most abandoned young hussy! I interviewed the little wretch, and endeavoured to make her understand the enormity of her offence, upon which the reptile mocked at me! I also saw the Manager; but the islander does not understand French as we pronounce it. The ignorant one was no use to me!"

At this juncture the poor thing was so overcome that floods of tears choked her utterance. Two glasses of rum, however, fortified the orator, and, with dramatic gestures, she described how the deed was done adding: "I should have used the revolver only, since it is the official weapon of the 'crime passionnel.' The razor may prove my undoing . . . Very true."

**BROKEN BONES NAILED
TOGETHER.**

Metal nails as a means of connecting the two ends of a fractured bone are a feature of a new method for treating fractures, which Dr. Lorenz Boehler demonstrated at a meeting of the Vienna Medical Society.

Dr. Boehler showed X-ray photographs of his method, and presented a number of patients, including a woman of 80, who, he said, was now able to walk normally.

The new method is particularly useful with fractures of bones of old people whose bones lack powers of recovery.

DENTALINE

(Concentrated Antiseptic)
Is more than a mouth-wash—it actually
KILLS GERMS.

Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.

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AT THE
FINAL SHOWINGS
TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

RICHARD BACHELMESS

Once—only
a decade
ago
picture
was
outstanding
and great
sure you see

There's ten
chances to one
you won't
come back. If
you should
lose, be a
good loser.

in
the DAWN
PATROL

with
Neil Hamilton
Doug Fairbanks, Jr.
1000 Airships, 46 of
The World's Greatest
Squadrons. Untold
Thrills.

From the story "The Flight Commander" by
John Monk Saunders
Directed by Howard Hawks.

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Another hit
from the
Screen's
Newest Star!

He was sent
to watch her
property —

but he took posses-
sion of her heart as
well!

MONTGOMERY

The Man In
Possession

with
CHARLOTTE
GREENWOOD
IRENE PURCELL
C. AUBREY SMITH
Metro-Goldwyn-Mayer Pictures

THE STAR TODAY TO SATURDAY
AT 2.30, 5.10, 7.15 & 9.20

Norma Shearer's Triumph
The Season's Sensation!

NORMA
SHEARER with MARIE
DRESSLER

ET US BE GAY